

SERVICE

IN THE HIGH COURT OF SOUTH AFRICA
KWAZULU NATAL LOCAL DIVISION, DURBAN
(Exercising its Admiralty Jurisdiction)

Case No A77/ 2008

Name of ship: *mv Atlantic Navigator*

In the matter between:

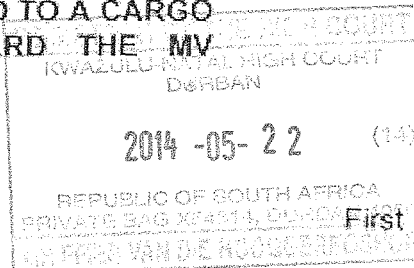
BILL OF LADING HOLDER, OWNER AND/OR
PARTY THAT BORE RISK IN AND TO A CARGO
FORMERLY LADEN ON BOARD THE MV
"ATLANTIC NAVIGATOR"

Applicant

and

mv ATLANTIC NAVIGATOR

ATLANTIC ENERGY NAVIGATION LIMITED



First Respondent

Second Respondent

APPLICATION FOR AN ORDER FOR
ADDITIONAL SECURITY IN TERMS OF
SECTION 5(2)(d) OF THE ADMIRALTY
JURISDICTION REGULATION ACT 105 OF
1983

CERTIFICATE OF URGENCY

I, the undersigned, LISA MARY MILLS, an Advocate of the High Court of South Africa, practising in Durban, do hereby certify that I have read the application papers in this matter and am satisfied that the papers disclose circumstances of urgency sufficient to justify this application being heard on an urgent basis on 26 May 2014 at 09.30h.

DATED AT DURBAN THIS 22ND DAY OF MAY 2014.

L.M. MILLS

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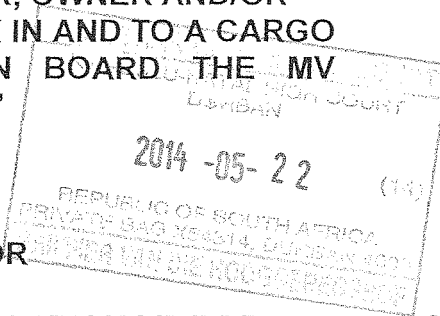
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NOTICE OF MOTION

SIRS,

PLEASE TAKE NOTICE that application will be made on behalf of the above mentioned Applicant at _____ on 26 May 2014 at 09.30h, or as soon thereafter as counsel may be heard, for an order in the terms set out in the draft order annexed hereto.

FURTHER TAKE NOTICE that the affidavit of Peter Edgcumbe Lamb annexed hereto will be used in support thereof.

TAKE FURTHER NOTICE that at the hearing of this application the above honourable court will be requested to dispense with the ordinary forms and service stipulated in the rules of court and to dispose of this application in terms of Rule 6(12) of the Uniform Rules of Court, as a matter of urgency.

KINDLY place the matter on the roll for hearing accordingly.

Signed and dated at **Durban** on this **22nd** day of **MAY 2014**



Norton Rose Fulbright South Africa
(incorporated as Deneys Reitz Inc)
Attorneys for Plaintiff
3 Pencarrow Crescent, Pencarrow Park
La Lucia Ridge
Docx 19 Umhlanga Rocks
Tel: 031 582 5600
Fax: 031 582 5700
Email: peter.lamb@nortonrosefulbright.com
Our ref: AMU301/ MCH/ PL

To: **THE REGISTRAR**
of the Durban High Court

And To: **SHEPSTONE & WYLIE**
Defendant's Attorneys
24 Richefond Circle
Ridgeside Office Park
Umhlanga Rocks
Ref: KR/vsb/INGOI1.5

Received by Vanil
Bagwandeen on behalf
of Shepstone & Wylie
on 22.05.14

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ORDER

Upon the Motion of Counsel for the Applicants and upon reading the Notice of Motion and the other documents filed of record,

IT IS ORDERED THAT:

- 1 The security that has been furnished for the release of the First Respondent from arrest in *rem* in this action shall be increased by the sum of R17 000 000.00, in terms of Section 5(2)(d) of the Admiralty Jurisdiction Regulation Act of 1983.

- 2 If the Respondents do not provide such additional security by 1 June 2014 then:
 - (a) the Applicant shall be entitled to arrest or attach further property of the Second Respondent to provide such additional security; and
 - (b) leave is granted to the Applicant to make application, on the same papers, duly supplemented, for an order that the First Respondent's defence in the aforesaid action *in rem* be struck out.
- 3 Any such additional security shall be held pending the finalisation of the aforesaid action *in rem*.
- 4 The costs of this application are to be costs in the cause of the action *in rem*.

BY ORDER OF THE COURT

COURT REGISTRAR

NORTON ROSE FULBRIGHT

SERVICE

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SECTION 5(2)(D) OF THE ADMIRALTY
JURISDICTION REGULATION ACT 105 OF
1983

AFFIDAVIT

I, the undersigned,

PETER EDGCUMBE LAMB

do hereby make oath and say that:

- 1 I am an attorney of the High Court of South Africa and practise as such as an associate at Norton Rose Fulbright (incorporated as Deneys Reitz Inc.) at 3 Pencarrow Crescent, Pencarrow Park, La Lucia Ridge, Durban 4051.

- 2 I am duly authorised on behalf of the Application to depose to this Affidavit and to bring this application on its behalf.
- 3 The facts deposed to in this Affidavit are within my personal knowledge and belief, unless the context indicates the contrary.
- 4 The Applicant is South African Breweries (Pty) Ltd, formerly known as South African Breweries Limited, a company with limited liability established in accordance with the laws of South Africa and carrying on business as a brewer of beer at *inter alia* 65 Park Lane, Sandton, South Africa. The Applicant is the Plaintiff in the action *in rem* instituted under the above case number.
- 5 The First Respondent is the mv *Atlantic Navigator*, which is the Defendant in the aforesaid action *in rem*. The First Respondent is a vessel which is owned by the Second Respondent, Atlantic Energy Navigation Limited. This information appears from the Lloyd's Intelligence List and Equasis websites, extracts from which are attached and marked as "PEL1" and "PEL2" respectively.
- 6 The Second Respondent is a company with limited liability established in accordance with the laws of Malta and carrying on business as, *inter alia*, a shipowner. The Applicant has no further details regarding the Second Respondent.
- 7 This application is brought for an order that the security provided to procure the release of the First Respondent from arrest *in rem* be

increased, pursuant to the provisions of Section 5(2)(d) of the Admiralty Jurisdiction Regulation Act No. 105 of 1983, as amended ("the Act").

8 The Applicant's claim *in rem* is for damages in the sum of R27 362 398.78, plus interest thereon at the rate of 15.5% per annum from 12 September 2008 to date of payment, plus costs.

9 The Applicant's claim arose from damage to a cargo of malt carried on board the First Respondent under a bill of lading.

MARITIME CLAIM

10 The Applicant's claim is therefore a maritime claim, under one or more of Sections 1(1)(e),(g) and (h) and/or (ee) of the Act.

BACKGROUND TO CLAIM

11 The Applicant's claim arises out of the purchase of two consignments of North American Type A Malt from Canada Malting Company Limited on a Free on Board stowed Montreal basis. Under a "Free on Board" sale the Applicant was the buyer who bore the risk in and to the cargo from the time of loading at Montreal. The first consignment was 4 460,62 metric tonnes which the Applicant purchased for USD 3 159 546,36. The second consignment was 511,40 metric tonnes stuffed into 30 containers which they purchased for USD 357 054,37. Copies of the invoices reflecting the sale of the two consignments to the Applicant are attached marked "PEL3" and "PEL4".

- 12 For the back ground to the particulars of the Applicant's claim the court is directed to the Applicant's Particulars of Claim presently before the court.

SECURITY

- 13 In pursuance of the Applicant's Claims, an action *in rem* was instituted against the First Respondent and it was accordingly arrested at Durban Harbour on or about 12 September 2008.

- 14 On 3 October 2008 and in consideration for the Applicant releasing the First Respondent from arrest and refraining from thereafter re-arresting or otherwise detaining the First Respondent, ACE European Group Limited, representing the owner of the First Respondent, issued a guarantee, numbered 48UK504178, in terms of which:

14.1 The Second Respondent, who is the owner of the First Respondent, consented to the jurisdiction of the above honourable court in respect of the Applicant's aforesaid claim; and

14.2 ACE European Group Limited undertook to make payment to the Applicant of any amount for which the owner of the First Respondent is found to be liable in respect of the Applicant's claim, subject to a maximum of USD 4 500 000 including interest and costs;

- 15 A copy of that guarantee is annexed hereto marked "PEL5".

ADDITIONAL SECURITY

16 The Applicant initially believed that its claim against the First Respondent was one sounding on US Dollars, and the summons and particulars of claim were prepared accordingly. However, the Applicant has recently been advised that its claim actually sounds in South African Rands, because its loss was sustained in that currency. The Applicant is further advised that this means that interest on the claim is likely to be awarded in terms of section 1(2) of the South African Prescribed Rate of Interest Act No. 55 of 1975, which is currently 15.5% per annum, substantially higher than the rate that would apply if the claim sounded in US Dollars.

17 In the action *in rem* the Applicant (Plaintiff) therefore intends to serve a Notice of Amendment in terms of the Admiralty Rule 28 in terms of which the Applicant will seek:

17.1 to delete the amount of USD 4 024 321,58 in paragraph 14 and in the prayer and replace it with the amount of R27 362 398.78; and

17.2 to remove annexures marked "D1" to "D3" to the particulars of claim and to replace these annexures with the annexures attached hereto marked "PEL6" to "PEL9".

18 Interest on the capital claim, calculated at 15,5% per annum, from the date of service of the summons, being 12 September 2008, to 22 May 2014 amounts to R24 157 249.85.

19 The Applicant's legal costs to date are approximately R 3 301 730,62.

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- 20 The Applicant's disbursements for instructing expert witnesses, for these expert witnesses to attend trial, including their travel and accommodation arrangements is approximately R3 595764.00.
- 21 The total claim the Applicant has against the First Respondent, inclusive of interest and legal costs, is therefore approximately R 58 417 143.25.
- 22 The exchange rate on 22 May 2014 is USD 1,00 = R 10,36. At the USD/South African Rand exchange rate on 21 May 2014 the security provided by the First and Second Respondent in the guarantee amounts to R 46 620 000.
- 23 The Applicant is therefore under-secured by R11 797143.25.

GENUINE AND REASONABLE NEED FOR ADDITIONAL SECURITY

- 24 The Applicant has no other security for its claim against the First and Second Respondent but for the guarantee provided by ACE European Group Limited.
- 25 The claim exceeds the security by a substantial amount.
- 26 The Applicant demanded additional security over two weeks ago in a letter dated 9 May 2014. There has been no formal response from the Second Respondent.
- 27 Given the absence of a response from the Second Respondent to the demand for additional security, the Applicant is concerned that it will incur further legal costs which are unsecured.

28 It will be difficult if not impossible to pursue the Second Respondent in Malta for the balance of the claim remaining after execution against the security. This is a jurisdiction that is chosen for its advantages in not requiring the public disclosure of information concerning companies registered there.

29 The Second Respondent is not reflected in a Lloyds Register or on the Equasis website as the owner of any vessel apart from the First Respondent and this is likely to be its only asset.

30 In the circumstances, as no additional security has been tendered, it is likely that any judgment in the Applicant's favour will be worthless to the extent that it exceeds the present security provided by the Applicant.

31 In summary, I respectfully submit that the Applicant has a genuine and reasonable need for security for the following reasons:

31.1 The Applicant has a substantial claim;

31.2 The Applicant's claim against the Second Respondent has probably prescribed, and in any event, the Applicant has no information as to the financial stability of the Second Respondent;

31.3 Despite demand, the First and Second Respondents have not yet tendered additional security for the Claims despite security being demanded over two weeks ago.

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32 If this honourable court is not inclined to grant an order to increase the security provided, the Applicant will be severely prejudiced as it will probably never obtain satisfaction of its full judgment.

33 In the circumstances I submit that the Applicant has a genuine and reasonable need for increased security.

URGENCY

34 The matter under case number A77/2008 has been set down for 16 days and is to commence on 2 June to run until 24 June 2014.

35 The Applicant has demanded additional security and there has been no formal response from the Second Applicant to this demand.

36 As referred to in paragraph 33 the Second Respondent has no assets in South Africa. The Applicant is of the firm view that unless the First and Second Applicant are sanctioned with the threat of their defence under case number being struck out prior to the commencement of the trial on 2 June 2014, the First and Second Respondents will not provide the additional security as ordered by this Honourable Court once the trial has begun.

ORDER SOUGHT


37 The Order sought by the Applicant is in the usual form for this jurisdiction.

38 The trial under case number A77/2008 is set down for 16 days and to commence on 2 June 2014 and run to 24 June 2014.

A handwritten signature in black ink, appearing to be 'D. M. van', is located in the bottom right corner of the page.

- 39 The Applicant has had to call, at great expense, a number of foreign witnesses from countries such as America, Canada, the United Kingdom and Australia. The legal costs of attorneys and counsel attending a 16 day trial is significant.
- 40 In terms of Section 5(2)(d) of the Act, the court is empowered to order additional security subject to such conditions as to the court appears just.
- 41 In view of the substantial costs that will be incurred by the Applicant in proceeding with this trial, the Applicant asks that the court order the First and Second Respondents to provide additional security by no later than 1 June 2014, failing which, the Applicant intends to re-apply to this honourable court for the striking out of the First Respondent's defence in the action *in rem*.


WHEREFORE the Applicant humbly prays that it may please this honourable court to grant the Order in terms of the draft order annexed to the Notice of Motion prefixed hereto, or an order in such other terms as this court deems meet.

 22-05-2014

PETER EDGCUMBE LAMB

I certify that the deponent has acknowledged that the deponent knows and understands the contents of this Affidavit which was, after the provisions of Regulation 2 contained in Proclamation R1258 dated 21st July 1972 as

amended by Government Notice R1648 dated 19 August 1977 had been
complied with, signed and sworn to before me at LA LUCIA on this 22nd day
of MAY 2014.



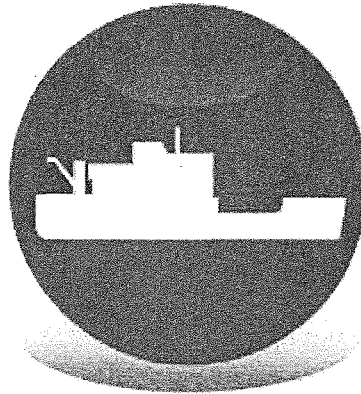
COMMISSIONER OF OATHS

VIVEK MAHARAJ
5 Beaute Avenue, La Mercy, 4405
COMMISSIONER OF OATHS
Chartered Accountant (SA)
B Com (Accounting), PGDA (CTA)
Republic of South Africa

"PEL1"

Lloyd's List Intelligence

Shipping just got smarter



Vessel report for Atlantic Navigator

• Characteristics • Movements • Ownership • Hull Risk*

Downloaded by:
carol.holness@nortonrose.com

Date:
21 May 2014

Helpdesk:
+44 (0) 20 3377 3996


an **informa** business

This report is strictly confidential and supplied subject to our terms and conditions

*Only available to subscribers of the Lloyd's List Intelligence Insurance Channel

Handwritten initials: JH, VM

Vessel Overview

IMO	8902292	Status	Live	Flag	 Malta
Type	Roll On Roll Off	Year of build	1993	DWT	18731
GT	16075	Contact	Baltic Mercur Joint Stock Company	Hull Type	
TEU Capacity	728				

Registration (Name, Flag, Callsign, IMO, MMSI)

Name Atlantic Navigator since: After 07 January 2005

Name History	Vessel Name	From	Until
	Atlantic Navigator	After 07 January 2005	
	Lykes Energizer	After 22 October 2000	After 06 January 2005
	Thorsriver	02 September 1997	21 October 2000
	Elan Vital	08 February 1997	01 September 1997
	Kovrov	After 08 October 1991	07 February 1997

Flag since: Before 05 September 2007

Flag History	Flag	From	Until	Call Sign	MMSI	Port of Registry
		Before 05 September 2007		9HBZ9	256768000	
		After 07 January 2005	Before 04 September 2007	V3YF	312959000	Belize City
		08 February 1997	After 06 January 2005	P3XT4	212310000	Limassol
		On 08 July 1992	07 February 1997	UODC		
		After 08 October 1991	Before 03 January 1992	 		

Callsign 9HBZ9
 IMO 8902292
 MMSI 256 768000
 Port of Registry Valletta

Tonnages (GT, Net DWT)

GT 16075
 Net 8022
 DWT 18731
 Formula DWT 22444
 Formula GT
 GT = K x V

Tonnage History	From	Until	GT	Net	DWT	Formula DWT
	Before 22 Aug 2007		16075	8022	18731	22444
	01 Jul 1997	Before 21 Aug 2007	16075	8022	17510	22444
	After 01 Oct 1994	30 Jun 1997	16075	8022	17420	n/a
	After 22 Mar 1993	On 01 Oct 1994	16075	8022	17510	n/a
	After 08 Oct 1991	On 11 Mar 1993	16075	n/a	17510	n/a

History (Construction Details, Launch Details)

Construction Yard Number: 155
 Built By: Wadan Yards Warnow GmbH



	Built At:	Warnemunde
	Ordered:	Before 01 Jan 1992
	Construction start:	01 Jan 1992
	Construction end:	After 01 Jan 1993
Launch	Launched:	Before 01 Jan 1993
	First Movement:	On 12 Jan 1993

Dimension (Breadth, Depth / Draught, Length)

Breadth	Extreme:	23.05m
	Moulded:	23.05m
Depth / Draught	Depth:	13.7m
	Draught:	10.37m
	Freeboard:	3330mm
Length	Between Perpendiculars:	161m
	Registered:	173.49m
	Overall:	173.5m

Classification & Insurance (Clubs, ISM, ISPS, Societies)

Clubs n/a

ISM	ISM Issuer	Russian Register of Ships
	ISM Auditor	Russian Register of Ships
	Start Date	18 March 2010
	End Date	05 April 2015

ISM History	ISM Issuer	ISM Auditor	Start Date	End Date
	Russian Register of Ships	Russian Register of Ships	18 March 2010	05 April 2015
	Russian Register of Ships	Russian Register of Ships	18 April 2008	17 March 2010
	Russian Register of Ships	Russian Register of Ships	06 April 2005	17 April 2008
	Russian Register of Ships	Russian Register of Ships	04 November 2004	05 April 2005
	Bureau Veritas	Bureau Veritas	03 January 2002	03 November 2004

ISPS	Issue Date	06 April 2005
	Expiry Date	05 April 2010
	Issued By	

ISPS History	ISPS Issuer	Flag	Company	Issue Date	Expiry Date
		Belize	"Baltic Mercur" Jsc	06 April 2005	05 April 2010
	Russian Register of Ships		"Baltic Mercur" Jsc	06 April 2005	05 April 2010

Class: Class:Russian Maritime Register of Shipping RS Before 010 Jan 2005 (Ice Classed)

Class History	Class	From	Until
	Russian Maritime Register of Shipping RS	Before 01 January 1994	30 April 1997
	Bureau Veritas BV (Ice Classed)	Before 14 May 1997	19 November 2004

Hull details (Hull Info, Ballast)

Hull Info	Build Material:	Steel
	Deck(s):	2
	Watertight Compartments:	10
	Bulkheads:	6

	Hull Type:	n/a					
	Bulbous Bow:	Y					
	Tonnes per cm Immersion:	n/a					
	Strengthened for Heavy Cargo:	n/a					
Ballast	Capacity (tonnes):	4515					
	Segregated Capacity (tonnes):	n/a					
Facilities details (Details on available facilities)							
Passengers / Crew	Passengers:	n/a					
	Passengers Berthed:	n/a					
	Berths:	n/a					
	Cabins:	n/a					
	Crew:	26					
Dry Capacity	Bale:	25419					
	Grain:	22680					
	Ore:	n/a					
	Insulated Space (m ³):	n/a					
Containers (TEU)	Deck Capacity:	630					
	Hold Capacity:	n/a					
	Total Capacity:	728					
	Reefer Plugs	n/a					
Hatches (4)	Width	Length			Hatch Number		
	12.8	12.5			1		
	13.1	7.6			1		
	26.4	12.5			1		
	33.6	12.8			1		
Holds (1)	Width	Depth	Length		Hold Number		
					1		
Lifting Gear (7)	Number	Type			SWL		
	2	Crane			25		
	5	Crane			12.5		
Lane Capacity	Lane Capacity:	n/a					
Machinery (Engines, Speed, Propellers, Boilers, Generators)							
Engines (1)	Type:	Diesel (1)					
	Power (Kilowatts)	9672					
	Designed by:	Sulzer T.					
	Built by:	Dieselmotorenwerk Rostock GMBH					
	Built at:	Rostock (DEU)					
	Position	Cylinders	Bore	Stroke	Fuel	Designation:	
	n/a	6	580	1700	Marine Diesel	6RTA58	
Primary Fuel Type	Type:	Marine Diesel					
	Capacity	2132					
	Consumption	18KTS (L)					
Speed	Speed (Knots)	18.8					
	Speed Type	n/a					
Propellers (1)	Number	1					
	Type	Controllable Pitch					

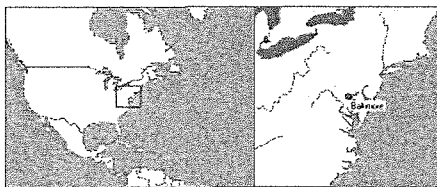
Boilers (2)	Type	Number	Auxillary	Pressure	MPA:	Heat:
	Composite	1	Auxillary	10	1	78
	Exhaust Gas	1	Auxillary	13	1.3	366
Generators (5)	Generator Number	Power Type	Power	Current AC / DC		
	1	KW	97			
	1	KW	512			
	1	KW	1100			
	2	KW	712			

Inmarsat (Mobile numbers)

Details	Type	Mobile Number	Answer Back
	C	425676811	9HBZ9
	C	425676812	9HBZ9
	N	764805644	9HBZ9

Vessel Movements

The vessel's latest position and movement history combining AIS and Lloyd's Agency Network data, with all movements back to 1997



Last Position: Baltimore, U.S.A.
Position: 21-May-2014 15:48:18 AIS
 39° 15' 40.43" N – 76° 34' 17.36" W
Distance: 2.34
Speed (SOG): 0 knots
Course (COG): 95°

Voyage origin: Annapolis Anch., U.S.A.
Voyage destination: Baltimore, U.S.A.
[View Last AIS Report](#)

Place Name	Country Name	Area Name	Arrival Date	Sailed Date	Details
Annapolis Anch.	U.S.A.	US Atlantic	18/05/14 11:00	19/05/14 13:00	Anchored
Baltimore	U.S.A.	US Atlantic	19/05/14 06:00	Before 18/05/14 11:00	
Annapolis Anch.	U.S.A.	US Atlantic	18/05/14 11:00	19/05/14 02:53	Anchored
Skaw	Denmark	Scandinavia/Baltic	05/05/14 01:43	05/05/14 01:43	Passed North
St. Petersburg	Russia	Scandinavia/Baltic	26/04/14 05:29	02/05/14 01:37	
Houston	U.S.A.	US Gulf	29/03/14 21:18	06/04/14 15:34	
New Orleans	U.S.A.	US Gulf	After 22/03/14 21:32	25/03/14 13:00	
Arabi	U.S.A.	US Gulf	22/03/14 21:32	Before 25/03/14 13:00	
New Orleans	U.S.A.	US Gulf	22/03/14 11:00	Before 22/03/14 21:32	
Dover Strait	U.K.	UK/Eire	06/03/14 11:00	06/03/14 11:00	Passed West
Skaw	Denmark	Scandinavia/Baltic	05/03/14 07:28	05/03/14 07:28	Passed North
St. Petersburg	Russia	Scandinavia/Baltic	23/02/14 17:58	02/03/14 12:17	
Skaw	Denmark	Scandinavia/Baltic	20/02/14 10:45	20/02/14 10:45	Passed South
Houston	U.S.A.	US Gulf	29/01/14 06:05	03/02/14 14:30	
New Orleans	U.S.A.	US Gulf	25/01/14 11:00	27/01/14 13:00	
Tampa	U.S.A.	US Gulf	22/01/14 11:16	24/01/14 01:25	
Dover Strait	U.K.	UK/Eire	01/01/14 11:00	01/01/14 11:00	Passed West

Place Name	Country Name	Area Name	Arrival Date	Sailed Date	Details
St. Petersburg	 Russia	Scandinavia/Baltic	20/12/13 04:49	27/12/13 11:23	
Skaw	 Denmark	Scandinavia/Baltic	17/12/13 04:48	17/12/13 04:48	Passed South
Baltimore	 U.S.A.	US Atlantic	01/12/13 08:00	04/12/13 18:30	
Dover Strait	 U.K.	UK/Eire	19/11/13 11:00	19/11/13 11:00	Passed West
Skaw	 Denmark	Scandinavia/Baltic	17/11/13 18:33	17/11/13 18:33	Passed North
St. Petersburg	 Russia	Scandinavia/Baltic	07/11/13 16:35	14/11/13 20:41	
Skaw	 Denmark	Scandinavia/Baltic	04/11/13 13:27	04/11/13 13:27	Passed South
Dover Strait	 U.K.	UK/Eire	02/11/13 11:00	02/11/13 11:00	Passed East
Baltimore	 U.S.A.	US Atlantic	20/10/13 00:50	22/10/13 17:30	
Sorel	 Canada	Great Lakes - Canada	13/10/13 08:35	14/10/13 23:10	
Skaw	 Denmark	Scandinavia/Baltic	03/10/13 04:10	03/10/13 04:10	Passed North
St. Petersburg	 Russia	Scandinavia/Baltic	20/09/13 18:16	30/09/13 12:35	
New Orleans	 U.S.A.	US Gulf	28/08/13 11:00	31/08/13 13:00	
Houston	 U.S.A.	US Gulf	24/08/13 04:32	27/08/13 17:52	
Skaw	 Denmark	Scandinavia/Baltic	06/08/13 17:48	06/08/13 17:48	Passed North
St. Petersburg	 Russia	Scandinavia/Baltic	29/07/13 07:27	03/08/13 22:17	
Skaw	 Denmark	Scandinavia/Baltic	26/07/13 03:26	26/07/13 03:26	Passed South
Tampa	 U.S.A.	US Gulf	12/07/13 11:11	12/07/13 16:52	
New Orleans	 U.S.A.	US Gulf	08/07/13 11:00	11/07/13 13:00	
Houston	 U.S.A.	US Gulf	29/06/13 01:52	06/07/13 13:00	
Baltimore	 U.S.A.	US Atlantic	22/06/13 11:00	22/06/13 20:00	
Skaw	 Denmark	Scandinavia/Baltic	09/06/13 18:59	09/06/13 18:59	Passed North
St. Petersburg	 Russia	Scandinavia/Baltic	31/05/13 06:11	06/06/13 23:06	
Skaw	 Denmark	Scandinavia/Baltic	28/05/13 00:57	28/05/13 00:57	Passed South
Tampa	 U.S.A.	US Gulf	12/05/13 04:14	13/05/13 17:52	
Houston	 U.S.A.	US Gulf	02/05/13 05:28	09/05/13 19:31	
Halifax	 Canada	Great Lakes - Canada	24/04/13 13:17	24/04/13 17:17	
Dover Strait	 U.K.	UK/Eire	14/04/13 11:00	14/04/13 11:00	Passed West
Skaw	 Denmark	Scandinavia/Baltic	13/04/13 01:01	13/04/13 01:01	Passed North
St. Petersburg	 Russia	Scandinavia/Baltic	01/04/13 12:09	10/04/13 02:23	
St. Petersburg Anch.	 Russia	Scandinavia/Baltic	31/03/13 20:35	01/04/13 07:57	Anchored
Skaw	 Denmark	Scandinavia/Baltic	28/03/13 19:03	28/03/13 19:03	Passed South
Houston	 U.S.A.	US Gulf	27/02/13 20:05	10/03/13 18:52	

Vessel AIS Sightings

Type	Stay	Nearest Port	Distance	From	To	Destination	ETA
Stopped	2d 1h	Baltimore	2.3	19/05/14 10:54	21/05/14 11:45	BALTIMORE	17/05/14
Distancing		Baltimore	2.3	19/05/14 10:27	19/05/14 10:36	BALTIMORE	17/05/14

Type	Stay	Nearest Port	Distance	From	To	Destination	ETA
Stopped	4h40m	Baltimore	2.3	19/05/14 05:34	19/05/14 10:15	BALTIMORE	17/05/14
Approaching		Baltimore	2.3	19/05/14 02:48	19/05/14 05:34	BALTIMORE	17/05/14
Distancing		Baltimore	22.3	19/05/14 02:42	19/05/14 02:48	BALTIMORE	17/05/14
Approaching		Baltimore	22.3	19/05/14 02:06	19/05/14 02:24	BALTIMORE	17/05/14
Stopped	2h20m	Baltimore	22.3	18/05/14 23:30	19/05/14 01:51	BALTIMORE	17/05/14
Distancing		Baltimore	22.2	18/05/14 22:15	18/05/14 23:03	BALTIMORE	17/05/14
Stopped	0h14m	Baltimore	22.2	18/05/14 21:39	18/05/14 21:54	PTS	03/08/14
Approaching		Baltimore	22.2	18/05/14 20:54	18/05/14 21:15	BALTIMORE	17/05/14
Stopped	2h11m	Baltimore	22.3	18/05/14 18:21	18/05/14 20:33	BALTIMORE	17/05/14
Approaching		Baltimore	22.3	18/05/14 17:00	18/05/14 17:03	BALTIMORE	17/05/14
Stopped	0h3m	Baltimore	22.3	18/05/14 15:48	18/05/14 15:51	BALTIMORE	17/05/14
Approaching		Baltimore	22.3	18/05/14 15:15	18/05/14 15:30		
Stopped	3h2m	Baltimore	22.3	18/05/14 11:27	18/05/14 14:30	BALTIMORE	17/05/14
Distancing		Baltimore	22.3	18/05/14 09:36	18/05/14 11:15	BALTIMORE	17/05/14
Approaching		Baltimore	22.2	18/05/14 08:33	18/05/14 09:09	BALTIMORE	17/05/14
Stopped	0h12m	Baltimore	22.2	18/05/14 08:21	18/05/14 08:33	BALTIMORE	17/05/14
Distancing		Baltimore	22.2	18/05/14 06:57	18/05/14 08:06	BALTIMORE	17/05/14
Approaching		Baltimore	22.2	18/05/14 05:21	18/05/14 06:36	BALTIMORE	17/05/14
Stopped	2h45m	Baltimore	22.3	18/05/14 01:48	18/05/14 04:33	BALTIMORE	17/05/14
Approaching		Baltimore	22.3	17/05/14 23:53	18/05/14 01:33	BALTIMORE	17/05/14
Distancing		Cove Point	27.7	17/05/14 21:51	17/05/14 23:53	BALTIMORE	17/05/14
Approaching		Cove Point	2.5	17/05/14 20:46	17/05/14 21:51	BALTIMORE	17/05/14
Approaching		Piney Point	14.4	17/05/14 19:35	17/05/14 20:46	BALTIMORE	17/05/14
Distancing		Yorktown	23.5	17/05/14 16:03	17/05/14 17:34	BALTIMORE	17/05/14
Approaching		Yorktown	12.1	17/05/14 15:50	17/05/14 16:03	BALTIMORE	17/05/14
Distancing		Lynnhaven Roads	12.9	17/05/14 14:47	17/05/14 15:50	BALTIMORE	17/05/14
Approaching		Lynnhaven Roads	4.8	17/05/14 11:07	17/05/14 14:47	BALTIMORE	17/05/14
Satellite		Lynnhaven Roads	60.4	17/05/14 09:26	17/05/14 09:26		
Approaching		Lynnhaven Roads	91.3	17/05/14 06:37	17/05/14 06:38		
Satellite		Cape May	150.9	16/05/14 23:01	16/05/14 23:01		
Satellite		Riverhead	235	16/05/14 12:24	16/05/14 12:24		
Satellite		Riverhead	251.8	16/05/14 08:39	16/05/14 08:39		
Satellite		Sandwich(USA)	275.5	15/05/14 21:57	15/05/14 23:31		
Satellite		Shelburne	332.7	15/05/14 12:24	15/05/14 13:55		
Satellite		Shelburne	340.5	15/05/14 03:54	15/05/14 03:54	BALTIMORE	17/05/14
Satellite		Shelburne	358.5	14/05/14 23:27	14/05/14 23:27	BALTIMORE	17/05/14
Satellite		Liscomb	386.6	14/05/14 11:17	14/05/14 12:56	BALTIMORE	17/05/14
Satellite		Isaac's Harbour	415.5	14/05/14 04:47	14/05/14 06:25	BALTIMORE	17/05/14
Satellite		St. Pierre(SPM)	426.1	14/05/14 02:57	14/05/14 02:57	BALTIMORE	17/05/14
Satellite		St. Pierre(SPM)	424.5	13/05/14 23:02	14/05/14 00:32	BALTIMORE	17/05/14
Satellite		Bay Bulls	420.9	13/05/14 06:07	13/05/14 12:37	BALTIMORE	17/05/14
Satellite		Bay Bulls	437.4	13/05/14 03:09	13/05/14 03:09		
Satellite		Bay Bulls	448	12/05/14 23:40	12/05/14 23:40		
Satellite		Bay Bulls	469.9	12/05/14 10:09	12/05/14 13:23	BALTIMORE	17/05/14
Satellite		Bay Bulls	495.2	12/05/14 06:55	12/05/14 06:55	BALTIMORE	17/05/14
Satellite		Bay Bulls	530.9	11/05/14 23:50	12/05/14 00:09	BALTIMORE	17/05/14
Satellite		Fayal	560.4	11/05/14 08:39	11/05/14 16:04	BALTIMORE	17/05/14
Satellite		Graciosa Is.	534.6	11/05/14 01:36	11/05/14 01:36	BALTIMORE	17/05/14
Satellite		Graciosa Is.	573	10/05/14 09:28	10/05/14 15:04	BALTIMORE	17/05/14

Vessel Fixtures

Dry Time

No fixtures data available

Tanker Voyage








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











Vessel Incidents

Inspections showing deficiencies, date, place, name, beneficial owner, and Port State Control authority (MOU)
















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













Date	Country	Place	Vessel Name At Time	Registered Owner	Beneficial Owner	Detained	MOU
26-Dec-2013	Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
29-Aug-2013	U.S.A.	New Orleans	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
02-May-2013	U.S.A.	Houston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
Deficiencies: • System: Fire Fighting, Sub System: Fixed Fire Detection System, Deficiency: 0715 - Detection - Any required automatic sprinkler and fire alarm and fire detection system shall be capable of immediate operation at all times. Multiple smoke detectors in the engine room are inoperable, Resolved: True, Resolved Date: 06-may-2013, Resolved Descr: Checked multiple random smoke detectors in engine room all were operable.							
20-Jan-2013	Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
18-Dec-2012	U.S.A.	U.S.A.	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
01-Dec-2012	U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
05-Oct-2012	U.S.A.	Philadelphia	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
Deficiencies: • System: Personnel, Sub System: Certificates/Documents/Licenses, Deficiency: 0220 - THE ENDORSEMENT SHALL BE ASSIGNED A UNIQUE NUMBER. THE NUMBER ON THE CHIEF OFFICER'S FLAG STATE (MALTA) ENDORSEMENT DID NOT MATCH THE CERTIFICATE NUMBER ON HIS NATIONAL LICENSE., Resolved: True, Resolved Date: 01-dec-2012, Resolved Descr: Chief Officer provided application for flag state endorsement. Application expires January 2013.							
05-Oct-2012	U.S.A.	U.S.A.	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
Deficiencies: • System: Personnel, Sub System: Certificates/Documents/Licenses, Deficiency: 0220 - THE ENDORSEMENT SHALL BE ASSIGNED A UNIQUE NUMBER. THE NUMBER ON THE CHIEF OFFICER'S FLAG STATE (MALTA) ENDORSEMENT DID NOT MATCH THE CERTIFICATE NUMBER ON HIS NATIONAL LICENSE., Resolved: True, Resolved Date: 01-dec-2012, Resolved Descr: Chief Officer provided application for flag state endorsement. Application expires January 2013.							
08-Mar-2012	U.S.A.	Houston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
03-Feb-2012	Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
Deficiencies: • Life saving appliances - 11110 - Stowage and provision of liferafts - (HRU improp. fitted) • Pollution prevention - Marpol Annex V - 14503 - Garbage management plan - (Missing)							
15-Sep-2011	U.S.A.	Houston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
09-Mar-2011	U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
19-Jan-2011	Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
06-Aug-2010	U.S.A.	Savannah	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
06-Aug-2010	U.S.A.	Texas City	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
03-Aug-2010	U.S.A.	U.S.A.	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
Deficiencies: • System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: 1730 - Oily-water separating equipment -Vessel shall be provided w/ oil filtering equipment of a design approved by Admin. Vessel fitted w/ A.393(x) OWS.							











Date	Country	Place	Vessel Name At Time	Registered Owner	Beneficial Owner	Detained	MOU
03-Aug-2010	 U.S.A.	Philadelphia	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
<p>During test of OWS, PSCO discovered excessive, Resolved: true, Resolved Date: 07-aug-2010, Resolved Descr: Witnessed proper test of OWS with new 3-way valve</p> <p>• System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: 1730 - Oily-water seperating equipment -Vessel shall be provided w/ oil filtering equipment of a design approved by Admin. Vessel fitted w/ A.393(x) OWS. During test of OWS PSCO discovered excessive w, Resolved: True, Resolved Date: 07-aug-2010, Resolved Descr: Witnessed proper test of OWS with new 3-way valve</p> <p>Deficiencies:</p> <p>• System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: 1730 - Oily-water seperating equipment -Vessel shall be provided w/ oil filtering equipment of a design approved by Admin. Vessel fitted w/ A.393(x) OWS. During test of OWS, PSCO discovered excessive, Resolved: true, Resolved Date: 07-aug-2010, Resolved Descr: Witnessed proper test of OWS with new 3-way valve</p> <p>• System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: 1730 - Oily-water seperating equipment -Vessel shall be provided w/ oil filtering equipment of a design approved by Admin. Vessel fitted w/ A.393(x) OWS. During test of OWS PSCO discovered excessive w, Resolved: True, Resolved Date: 07-aug-2010, Resolved Descr: Witnessed proper test of OWS with new 3-way valve</p>							
19-Jan-2010	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
<p>Deficiencies:</p> <p>• System: Personnel, Sub System: Certificates/Documents/Licenses, Deficiency: The 3rd Officer does not have a valid flag state endorsement. He has applied for an endorsement but, the application is more than 3 months old. the vessel must provide the original flag state endorsem, Resolved: true, Resolved Date: 20-jan-2010, Resolved Descr: MST1 Devine and MST1 Reinhard attended vessel and witnessed required documentation.</p> <p>• System: Lifesaving, Sub System: Lifeboat, Deficiency: Neither one of the lifeboats are marked with an identification number in such a way that they are visible from above. They have the call sign but, need 1 and 2 marked on top to identify which lifeboat, Resolved: true, Resolved Date: 20-jan-2010, Resolved Descr: Received Class Report attesting to the proper lettering on both Port and Stbd life boats.</p> <p>• System: Lifesaving, Sub System: Launching Appliances, Deficiency: During testing of the Port Side lifeboat it was noticed that the manual brake was not holding without a crewman applying pressure to the brake. Class to attest to the proper operation of both lifeboat, Resolved: true, Resolved Date: 20-jan-2010, Resolved Descr: Received Class Report Attesting to the adjustments made to the brake lever, and proper operation under manual control.</p> <p>• System: Lifesaving, Sub System: Lifeboat, Deficiency: Neither one of the lifeboats are marked with an identification number in such a way that they are visible from above. They have the call sign but need 1 and 2 marked on top to identify which lifeboat., Resolved: True, Resolved Date: 20-jan-2010, Resolved Descr: Received Class Report attesting to the proper lettering on both Port and Stbd life boats.</p> <p>• System: Lifesaving, Sub System: Launching Appliances, Deficiency: During testing of the Port Side lifeboat it was noticed that the manual brake was not holding without a crewman applying pressure to the brake. Class to attest to the proper operation of both lifeboat, Resolved: True, Resolved Date: 20-jan-2010, Resolved Descr: Received Class Report Attesting to the adjustments made to the brake lever and proper operation under manual control.</p> <p>• System: Personnel, Sub System: Certificates/Documents/Licenses, Deficiency: The 3rd Officer does not have a valid flag state endorsement. He has applied for an endorsement but the application is more than 3 months old. the vessel must provide the original flag state endorseme, Resolved: True, Resolved Date: 20-jan-2010, Resolved Descr: MST1 Devine and MST1 Reinhard attended vessel and witnessed required documentation.</p>							
10-Jul-2009	 Canada	Montreal	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
<p>Deficiencies:</p> <p>• Structural safety - Ballast, fuel and other tanks: Holed</p> <p>• Structural safety - Ballast, fuel and other tanks: Holed</p> <p>• Structural safety - Ballast, fuel and other tanks: Holed</p> <p>• Structural safety - Ballast, fuel and other tanks: Holed</p> <p>• Structural safety - Ballast, fuel and other tanks: Holed</p>							
04-May-2009	 U.S.A.	Houston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
12-Apr-2009	 Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
14-Nov-2008	 Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
27-Oct-2008	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
<p>Deficiencies:</p> <p>• System: Lifesaving, Sub System: Lifeboat Equipment, Deficiency: SOLAS 74 (81/83 AMMEND) CHIII Reg 41 8.12 03 food rations were found wasted on the STBD side lifeboat. receipt of food rations to be provided prior to departure from port, to the satisfaction of the C, Resolved: true, Resolved Date: 28-oct-2008, Resolved Descr: Received faxed class report clearing def.</p> <p>• System: Lifesaving, Sub System: Lifeboat Equipment, Deficiency: SOLAS 74 (81/83 AMMEND) CHIII Reg 41 8.12 03 food rations were found wasted on the STBD side lifeboat. receipt of food rations to be provided prior to departure from port to the satisfaction of the Co, Resolved: True, Resolved Date: 28-oct-2008, Resolved Descr: Received faxed class report clearing def.</p>							

Date	Country	Place	Vessel Name At Time	Registered Owner	Beneficial Owner	Detained	MOU
10-May-2008	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
Deficiencies: • System: Documentation, Sub System: Certificates/Documents, Deficiency: Life raft information on record of approved SEC does not match life rafts on board the vessel (date of manufacture for all rafts is different than listed on life raft certificates as well as number of, Resolved: true, Resolved Date: 07-aug-2008, Resolved Descr: Received class report clearing above issued def. • System: Fire Fighting, Sub System: International Shore Connection, Deficiency: Gasket on starboard side International Shore Connection is deteriorated and unusable. Class to attest new gasket is provided. SOLAS II-2/19, Resolved: true, Resolved Date: 07-aug-2008, Resolved Descr: Received class report clearing above issued def. • System: Documentation, Sub System: Certificates/Documents, Deficiency: Life raft information on record of approved SEC does not match life rafts on board the vessel (date of manufacture for all rafts is different than listed on life raft certificates as well as number of, Resolved: True, Resolved Date: 07-aug-2008, Resolved Descr: Received class report clearing above issued def. • System: Fire Fighting, Sub System: International Shore Connection, Deficiency: Gasket on starboard side International Shore Connection is deteriorated and unusable. Class to attest new gasket is provided. SOLAS II-2/19, Resolved: True, Resolved Date: 07-aug-2008, Resolved Descr: Received class report clearing above issued def.							
05-Mar-2008	 U.S.A.	New Orleans	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
22-Dec-2007	 Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
16-Nov-2007	 U.S.A.	New Orleans	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
10-Jul-2007	 U.S.A.	Houston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Houston> United States Coastguard
30-Apr-2007	 U.S.A.	New Orleans	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
28-Feb-2007	 U.S.A.	New Orleans	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
Deficiencies: • System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: It took crew over 45 minutes of manipulation to demonstrate operation of incinerator. Provide documentation attesting to proper operation system without manipulation. Make repairs to satisfaction of t, Resolved: true, Resolved Date: 30-apr-2007, Resolved Descr: Received class report from Russian Maritime Register of Shipping satisfying requirement. • System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: The vessel Marine Sanitation Device does not have certification in accordance with 33 CFR 159.7. Provide proof of compliance with 33 CFR 159.7 to the satisfaction of the Coast Guard., Resolved: true, Resolved Date: 30-apr-2007, Resolved Descr: Coast Guard Marine Inspector observed certification placard on MSD. • System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: The vessel Marine Sanitation Device does not have certification in accordance with 33 CFR 159.7. Provide proof of compliance with 33 CFR 159.7 to the satisfaction of the Coast Guard., Resolved: True, Resolved Date: 30-apr-2007, Resolved Descr: Coast Guard Marine Inspector observed certification placard on MSD. • System: Pollution Prevention/Response, Sub System: Prevention Equipment, Deficiency: It took crew over 45 minutes of manipulation to demonstrate operation of incinerator. Provide documentation attesting to proper operation system without manipulation. Make repairs to satisfaction of t, Resolved: True, Resolved Date: 30-apr-2007, Resolved Descr: Received class report from Russian Maritime Register of Shipping satisfying requirement.							
24-Jan-2007	 Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
Deficiencies: • Operational deficiencies - Fire control plan: Incomplete • Propulsion & aux. - Other (machinery): Other • Working spaces and accident prevention - Lighting: Damaged							
17-Dec-2006	 U.S.A.	Port Arthur	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Port Arthur> United States Coastguard
17-Dec-2006	 U.S.A.	U.S.A.	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
04-Oct-2006	 Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
24-Aug-2006	 U.S.A.	Galveston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
24-Aug-2006	 U.S.A.	Charleston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Charleston> United States Coastguard



Date	Country	Place	Vessel Name At Time	Registered Owner	Beneficial Owner	Detained	MOU
23-Feb-2006	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Baltimore> United States Coastguard
22-Feb-2006	 U.S.A.	U.S.A.	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Portsmouth> United States Coastguard
22-Feb-2006	 U.S.A.	Portsmouth(VA USA)	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
30-Jan-2006	 Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
18-Dec-2005	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Baltimore> United States Coastguard
16-Oct-2005	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Baltimore> United States Coastguard
		Deficiencies: • System: Electrical, Sub System: Electric Generation Source (emergency), Deficiency: Leaking fuel oil lines and injectors to emergency generator. Solas 74A II-I/26.1, Resolved: true, Resolved Date: 17-oct-2005, Resolved Descr: Emergency generator repaired to satisfaction of attending CG inspectors. • System: Electrical, Sub System: Electric Generation Source (emergency), Deficiency: Leaking fuel oil lines and injectors to emergency generator. Solas 74A II-I/26.1, Resolved: True, Resolved Date: 17-oct-2005, Resolved Descr: Emergency generator repaired to satisfaction of attending CG inspectors.					
16-Aug-2005	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		BALTIMORE, MD> United States Coastguard
07-Mar-2005	 U.S.A.	Galveston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
		Deficiencies: • System: Engineering, Sub System: Thrusters, Deficiency: The control transformer for the bow thruster controllable pitch propeller circuitry failed., Resolved: true, Resolved Date: 07-mar-2005, Resolved Descr: Attended vessel and observed the installation of a new transformer and witnessed the proper operation of the bow thruster.					
07-Mar-2005	 U.S.A.	U.S.A.	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		United States Coastguard
		Deficiencies: • System: Engineering, Sub System: Thrusters, Deficiency: The control transformer for the bow thruster controllable pitch propeller circuitry failed., Resolved: true, Resolved Date: 07-mar-2005, Resolved Descr: Attended vessel and observed the installation of a new transformer and witnessed the proper operation of the bow thruster. • System: Engineering, Sub System: Thrusters, Deficiency: The control transformer for the bow thruster controllable pitch propeller circuitry failed., Resolved: True, Resolved Date: 07-mar-2005, Resolved Descr: Attended vessel and observed the installation of a new transformer and witnessed the proper operation of the bow thruster.					
07-Mar-2005	 U.S.A.	Houston	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		GALENA PARK, TX> United States Coastguard
23-Feb-2005	 U.S.A.	Baltimore	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		BALTIMORE, MD> United States Coastguard
26-Jan-2005	 Russia	St. Petersburg	Atlantic Navigator	Atlantic E.N.	Baltic Mercur		Paris
		Deficiencies: • Load lines - Freeboard marks: Not readable • Propulsion & aux. - Other (machinery): Other • Working spaces and accident prevention - Lighting: Incomplete • Operational deficiencies - Manuals instructions, etc.: Incomplete					
02-Nov-2004	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		Philadelphia> United States Coastguard
17-Aug-2004	 U.S.A.	Galveston	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
17-Aug-2004	 U.S.A.	New York	Lykes Energizer	Seaesteem	Oceanbulk		STATEN ISLAND

Date	Country	Place	Vessel Name At Time	Registered Owner	Beneficial Owner	Detained	MOU
04-Jun-2004	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		NY> United States Coastguard PHILADELPHIA, PA> United States Coastguard
Deficiencies: • System: Documentation, Sub System: Manifests/Lists, Deficiency: VESSEL DID NOT HAVE CURRENT HAZMAT (CLASS 3) CARGO LISTED ON DCM. LEGACY COMPONENT DESC: Dangerous Goods Manifest/Stowage Plan, Resolved: true, Resolved Date: 05-jun-2004, Resolved Desc: • System: Documentation, Sub System: Manifests/Lists, Deficiency: VESSEL DID NOT HAVE CURRENT HAZMAT (CLASS 3) CARGO LISTED ON DCM. LEGACY COMPONENT DESC: Dangerous Goods Manifest/Stowage Plan, Resolved: True, Resolved Date: 05-jun-2004, Resolved Desc:							
03-Jun-2004	 U.S.A.	Galveston	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
03-Jun-2004	 U.S.A.	New York	Lykes Energizer	Seaesteem	Oceanbulk		STATEN ISLAND, NY> United States Coastguard
02-Jun-2004	 U.S.A.	U.S.A.	Lykes Energizer	Seaesteem	Oceanbulk		U.S.A.> United States Coastguard
02-Jun-2004	 U.S.A.	New York	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
01-Apr-2004	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		Philadelphia> United States Coastguard
11-Jan-2004	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		PHILADELPHIA, PA> United States Coastguard
10-Jun-2003	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		PHILADELPHIA, PA> United States Coastguard
24-May-2003	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		Philadelphia> United States Coastguard
23-May-2003	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		PHILADELPHIA, PA> United States Coastguard
Deficiencies: • System: Fire Fighting, Sub System: Fire Hydrants, Deficiency: All of the fire hose boxes and/or hydrant stations were missing the necessary tools (i.e. spanner wrenches) to keep each ready for use. As required by Solas 74/78 Ch.II-2/Reg.4.7.1. To be corrected, Resolved: true, Resolved Date: 10-jun-2003, Resolved Desc: Fire hoses were not of the type that required any tools or wrenches for connecting. Deficiency cleared. • System: Fire Fighting, Sub System: Fire Hydrants, Deficiency: All of the fire hose boxes and/or hydrant stations were missing the necessary tools (i.e. spanner wrenches) to keep each ready for use. As required by Solas 74/78 Ch.II-2/Reg.4.7.1. To be corrected w, Resolved: True, Resolved Date: 10-jun-2003, Resolved Desc: Fire hoses were not of the type that required any tools or wrenches for connecting. Deficiency cleared.							
31-Jan-2003	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		PHILADELPHIA, PA> United States Coastguard
18-Nov-2002	 U.S.A.	Galveston	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
18-Nov-2002	 U.S.A.	U.S.A.	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
13-Nov-2002	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		PHILADELPHIA, PA> United States Coastguard

Date	Country	Place	Vessel Name At Time	Registered Owner	Beneficial Owner	Detained	MOU
<p>Deficiencies:</p> <ul style="list-style-type: none"> • System: Lifesaving, Sub System: Lifeboat Equipment, Deficiency: Anti-seasickness pills on board both life-boats are expired and/or missing. Ship must maintain pills in adequate number on board life-boats. As required by Solas 74/78, Ch. III, Reg. 41/8.12. LEGAC, Resolved: true, Resolved Date: 14-nov-2002, Resolved Descr: Vessel recieved 34 dozen (364) anti-seasickness pills on board from agent. Life-boats now meet requirement. MSO rcvd fax copy of receipt of purchase. • System: Navigation, Sub System: Emergency Steering, Deficiency: Emergency steering gear audible alarm is inoperable. Alarm must be audible on the bridge. Solas 74/78, Ch. II-1, Reg. 29.8.4. Vessel to correct w/in 30 days and provide class report to USCG. LEGAC, Resolved: true, Resolved Date: 31-jan-2003, Resolved Descr: Received a faxed copy of the report of the class survey conducted on 23JAN03. Class society attests to the proper operation of the steering gear switch and alarm. • System: Electrical, Sub System: Electrical Distribution System (service), Deficiency: Machinery installation control-box panels #1-3, and remote control device panel # AFAS011, must be left open to properly cool electrical equipment. This presents a potential shock hazard to the crew., Resolved: true, Resolved Date: 31-jan-2003, Resolved Descr: 31JAN03 - Recieved a faxed copy of the report of the class survey conducted on 23JAN03. Class society attests to the proper operation of machine control panels. • System: Navigation, Sub System: Emergency Steering, Deficiency: Emergency steering gear audible alarm is inoperable. Alarm must be audible on the bridge. Solas 74/78 Ch. II-1 Reg. 29.8.4. Vessel to correct w/in 30 days and provide class report to USCG. LEGACY COMP, Resolved: True, Resolved Date: 31-jan-2003, Resolved Descr: Received a faxed copy of the report of the class survey conducted on 23JAN03. Class society attests to the proper operation of the steering gear switch and alarm. • System: Lifesaving, Sub System: Lifeboat Equipment, Deficiency: Anti-seasickness pills on board both life-boats are expired and/or missing. Ship must maintain pills in adequate number on board life-boats. As required by Solas 74/78 Ch. III Reg. 41/8.12. LEGACY COM, Resolved: True, Resolved Date: 14-nov-2002, Resolved Descr: Vessel recieved 34 dozen (364) anti-seasickness pills on board from agent. Life-boats now meet requirement. MSO rcvd fax copy of receipt of purchase. • System: Electrical, Sub System: Electrical Distribution System (service), Deficiency: Machinery installation control-box panels #1-3 and remote control device panel # AFAS011 must be left open to properly cool electrical equipment. This presents a potential shock hazard to the crew. Pa, Resolved: True, Resolved Date: 31-jan-2003, Resolved Descr: 31JAN03 - Recieved a faxed copy of the report of the class survey conducted on 23JAN03. Class society attests to the proper operation of machine control panels. 							
12-Nov-2002	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		Philadelphia> United States Coastguard
02-Sep-2002	 U.S.A.	Galveston	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
02-Sep-2002	 U.S.A.	U.S.A.	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
22-Aug-2002	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		PHILADELPHIA, PA> United States Coastguard
21-Aug-2002	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		Philadelphia> United States Coastguard
31-May-2002	 U.S.A.	Galveston	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
31-May-2002	 U.S.A.	U.S.A.	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
23-May-2002	 U.S.A.	Philadelphia	Lykes Energizer	Seaesteem	Oceanbulk		PHILADELPHIA, PA> United States Coastguard
<p>Deficiencies:</p> <ul style="list-style-type: none"> • System: Accommodation/Occupational Safety, Sub System: Occupational Safety, Deficiency: ANCHOR WINDLASS PLATFORM MISSING MULTIPLE DECK PLATES DUE TO HEAVY WEATHER., Resolved: true, Resolved Date: 22-aug-2002, Resolved Descr: • System: Deck/Cargo, Sub System: Mooring/Anchoring, Deficiency: PORT ANCHOR WINDLASS LEAKING EXCESSIVE HYDRAULIC OIL ON DECK. LEGACY COMPONENT DESC: WINDLASS, Resolved: true, Resolved Date: 22-aug-2002, Resolved Descr: • System: Accommodation/Occupational Safety, Sub System: Occupational Safety, Deficiency: ANCHOR WINDLASS PLATFORM MISSING MULTIPLE DECK PLATES DUE TO HEAVY WEATHER., Resolved: True, Resolved Date: 22-aug-2002, Resolved Descr: • System: Deck/Cargo, Sub System: Mooring/Anchoring, Deficiency: PORT ANCHOR WINDLASS LEAKING EXCESSIVE HYDRAULIC OIL ON DECK. LEGACY COMPONENT DESC: WINDLASS, Resolved: True, Resolved Date: 22-aug-2002, Resolved Descr: 							
19-Dec-2001	 U.S.A.	Galveston	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard
19-Dec-2001	 U.S.A.	U.S.A.	Lykes Energizer	Seaesteem	Oceanbulk		United States Coastguard

Date	Country	Place	Vessel Name At Time	Registered Owner	Beneficial Owner	Detained	MOU
22-Oct-1999	Canada	St. Catharines	Thorsriver	Seasteem	Oceanbulk		Paris
03-May-1996	Tahiti	Tahiti	Kovrov	Baltcy	Baltic Shipping C.	Detained	Other Sources
24-Dec-1995	French Polynesia	Papeete	Kovrov	Baltcy	Baltic Shipping C.	Detained	Other Sources
01-Aug-1994	Panama	Balboa	Kovrov	Baltcy	Baltic Shipping C.	Detained	Other Sources

Please Note: All inspection records are supplied by one of the following MOU's:

- Australian Maritime Safety Authority
- Indian Ocean
- Paris
- Riyadh
- Tokyo
- United States Coastguard
- Vina del Mar
- Abuja

Detentions showing type, vessel name, registered owner, and precis as reported by the Port State Control authority

Detentions: 3

Tahiti (TAH), Tahiti

Detention date: 03-May-1996

Release date: n/a

Precis: Reported 03 May 1996 under arrest at Tahiti. Auction 04 Dec unsuccessful. Subsequently auctioned and sold 08 Jan 1997. Sailed 18 Jan.

Related Links: Tahiti (TAH)

Type: ARR

Vessel Name At Time: Kovrov From: After 08-Oct-1991 Until: 07-Feb-1997

Registered Owner At Time: Baltcy Shipping Company Limited

Beneficial Owner At Time: Baltic Shipping Company

ISM Certificate At Time: n/a

Papeete (PYF), French Polynesia

Detention date: Before 24-Dec-1995

Release date: n/a

Precis: Arrested at Papeete prev 24 Dec 1995 at request of Finnish shipping company EffJohn in resect of claim from sale of Baltic Line. Sailed 29 Feb.

Related Links: Papeete (PYF)

Type: ARR

Vessel Name At Time: Kovrov From: After 08-Oct-1991 Until: 07-Feb-1997

Registered Owner At Time: Baltcy Shipping Company Limited

Beneficial Owner At Time: Baltic Shipping Company

ISM Certificate At Time: n/a

Balboa (PAN), Panama

Detention date: 01-Aug-1994

Release date: n/a

Precis: Arrested at Balboa 01 Aug 1994. Released and sailed Cristobal 16 Aug.

Related Links: Balboa (PAN)

Type: ARR

Vessel Name At Time: Kovrov From: After 08-Oct-1991 Until: 07-Feb-1997

Registered Owner At Time: Baltcy Shipping Company Limited

Beneficial Owner At Time: Baltic Shipping Company

ISM Certificate At Time: n/a

Casualties shown on map with vessel and route details, with a precis and a link to the Lloyd's List Intelligence Casualty Archive

Casualties: 3

Great Lakes

Date: 10 Jul 2009

Reasons: Miscellaneous

Related Links: Casualty Reports

Precis: Reported fuel leak into No 3 hold 10 Jul 2009 at Montreal. Discharged contaminated cargo 12 Jul. Temp. Repairs effected in Montreal by fitting a cement box. Sd 16 Jul. Ar Durban 21 Aug. Repairs effected. Ar Richards Bay 25 Aug.


Injuries: n/a

Pollution: n/a

Loss: n/a

Vessel Name At Time: Atlantic Navigator From: After 07-Jan-2005
Registered Owner At Time: Atlantic Energy Nav. Limited
Beneficial Owner At Time: Baltic Mercur Joint Stock Company
Cargo: n/a
Origin: n/a
Destination: n/a

Great Lakes
Date: 16 Oct 2001
Reasons: Contact (eg. Harbour wall)
Related Links: Casualty Reports
Precis: Contacted Beauharnois No.4 Lock, in 45 18.21 N 73 54.33 W, while exiting downbound 16 Oct 2001.
Injuries: n/a
Pollution: n/a
Loss: n/a

Vessel Name At Time: Lykes Energizer From: After 22-Oct-2000 Until: After 06-Jan-2005
Registered Owner At Time: Seaesteem Shipping Limited
Beneficial Owner At Time: Oceanbulk Group
Cargo: n/a
Origin: Hamilton(CAN),
Destination: Montreal,  Canada

Great Lakes
Date: 08 Aug 1998
Reasons: Machinery damage/failure (e.g. lost rudder, fouled propellor)
Related Links:
Precis: Had engine failure and generator problems and nearly grounded in vicinity of buoy Q-70, St. Lawrence River, in 46 38.30 N 71 55 W, 08 Aug 1998. Vessel anchored and later proceeded.
Injuries: n/a
Pollution: n/a
Loss: n/a

Vessel Name At Time: Thorsriver From: 02-Sep-1997 Until: 21-Oct-2000
Registered Owner At Time: Seaesteem Shipping Limited
Beneficial Owner At Time: Oceanbulk Group
Cargo: n/a
Origin: Richards Bay,
Destination: n/a

Current Owners

Important – Please review all company ownership relationships below; as the different ownership roles can interrelate. (E.g. when a vessel is subject to bareboat charter, the responsibilities described under commercial operator are undertaken by the third party operator).

Beneficial Owner

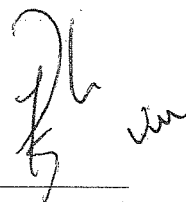
Name: Baltic Mercur Joint Stock Company
Description: The **Beneficial Owner** is deemed to be the ultimate owning entity or representative thereof (either individual, company, group or organization). The **Beneficial Owner** may be the vessel's management company or the trading name of a group, both of which are generally perceived to represent the ultimate owners of the vessel.
Date: 07 January 2005

Commercial Operator

Name: Baltic Mercur Joint Stock Company
Description: The **Commercial Operator** is responsible for the commercial direction of a ship, including its employment. It may be the principal operating affiliate of the **Beneficial Owner** or the same as the **Beneficial Owner**. An operating company acting on behalf of a group of **registered owner's** vessels may be regarded as their **commercial operator**. The **Commercial Operator** is responsible for ship operations, chartering, bunkering, port services and insurance, and may also oversee technical and crewing management, although these two functions may be outsourced.
Date: 07 January 2005

Registered Owner

Name: Atlantic Energy Nav. Limited
Description: This is the company or individual to whom the ship's legal title of ownership has been registered. This is where 'open registry', 'paper' or 'name-plate' companies are often involved, with ships being registered in a country whose tax on the profits of trading ships is low/absent or whose requirements concerning manning or maintenance might be more relaxed.
Date: 07 January 2005



Technical Manager

Name Baltic Mercur Joint Stock Company

Description: The **Technical Manager** is the company responsible for the maintenance of the ship and the machinery, repairs, stores and spares, and - in many instances - crew.

The **Technical Manager** can either be an in-house subsidiary or division of the **Beneficial Owner**, or a third party entity. It is often the case that the **DOC Company** is also the **Technical Manager**.

Date Before 24 October 2013

Owner History

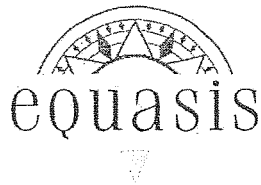
Historical ownership showing beneficial owner, commercial operator, registered owner, and technical manager

Key

Current Current Owner

Previous Previous Owner

Date	Beneficial Owner	Commercial Operator	Registered Owner	Technical Manager	Third Party Operator	Nominal Owner
Before 24-Oct-2013	Baltic Mercur Joint Stock Company	Baltic Mercur Joint Stock Company	Atlantic Energy Nav. Limited	Baltic Mercur Joint Stock Company ()		
	From 07-Jan-2005 Until	From 07-Jan-2005 Until	From 07-Jan-2005 Until	From Before 24-Oct-2013 Until		
Before 21-Jan-2013						
15-Oct-2011						
After 07-Jan-2005					Commonwealth of Independent States Navigation Incorporated ()	
					From After 07-Jan-2005 Until 11-Feb-2009	
07-Jan-2005						
After 08-Jan-1997	Oceanbulk Group	Oceanbulk Maritime S.A.	Seaesteem Shipping Limited			
	From After 08-Jan-1997 Until 06-Jan-2005	From After 08-Jan-1997 Until 06-Jan-2005	From After 08-Jan-1997 Until 06-Jan-2005			
After 01-Jan-1993	Baltic Shipping Company	Baltic Shipping Company	Baltcy Shipping Company Limited			
	From After 01-Jan-1993 Until Before 07-Jan-1997	From After 01-Jan-1993 Until Before 07-Jan-1997	From After 01-Jan-1993 Until Before 07-Jan-1997			



Equasis - Ship folder ATLANTIC NAVIGATOR

imo: 8902292

"PEL2"

• Disclaimers

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Ship informations

• Ship particulars

Information	Since
IMO number :	8902292
Name of ship :	ATLANTIC NAVIGATOR (since 01/10/2004)
Call sign :	9HBZ9
MMSI :	256768000
Gross tonnage :	16075 (since 01/07/2005)
DWT :	18731
Type of ship :	General Cargo Ship (during 1992)
Year of build :	1992
Flag :	Malta (since 01/08/2007)
Status of ship :	In Service/Commission (since 17/07/2009)
Last update :	31/12/2013

[Handwritten signature]

• Management detail

IMO	Role	Name of company	Address	Date of effect
5081900	ISM Manager	BALTIC MERCUR LTD	Apartment 408, prospekt Stachek 47, St Petersburg, 198097, Russia.	since 04/11/2004
5081900	Ship manager	BALTIC MERCUR LTD	Apartment 408, prospekt Stachek 47, St Petersburg, 198097, Russia.	since 01/10/2004
5110359	Registered owner	ATLANTIC ENERGY NAVIGATION LTD	Care of Baltic Mercur Ltd , Apartment 408, prospekt Stachek 47, St Petersburg, 198097, Russia.	since 01/10/2004

• Classification status

Classification society	Date change status	Status	Reason
Russian Maritime Register of Shipping	since 14/09/2012	Delivered	

• Classification surveys

Classification society	Date survey	Date next survey
Russian Maritime Register of Shipping	14/09/2012	01/09/2017

• Safety management certificate

Classification society	Date survey	Date expiry	Date of status	Status	Reason	Type
Russian Maritime Register of Shipping	18/03/2010	05/04/2015	18/03/2010	Delivered		Convention

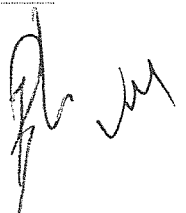
Ship inspections

• List of port state control

PSC organisation	Authority	Port of inspection	Date of report	Detention	Duration (days)	Number of deficiencies
Paris MoU	Russia	Saint petersburg	26/12/2013	N	0	
US Coast Guard	United States of America	New Orleans, Louisiana	29/08/2013	N	0	
US Coast Guard	United States of America	Houston, Texas	02/05/2013	N	0	1
Paris MoU	Russia	Saint petersburg	20/01/2013	N	0	
US Coast Guard	United States of America	Philadelphia, Pennsylvania	05/10/2012	N	0	1
US Coast Guard	United States of America	Houston, Texas	08/03/2012	N	0	
Paris MoU	Russia	Saint petersburg	03/02/2012	N	0	2
US Coast Guard	United States of America	Houston, Texas	15/09/2011	N	0	
US Coast Guard	United States of America	Baltimore, Maryland	09/03/2011	N	0	
Paris MoU	Russia	Saint petersburg	19/01/2011	N	0	
US Coast Guard	United States of America	Philadelphia, Pennsylvania	03/08/2010	N	0	1
US Coast Guard	United States of America	Baltimore, Maryland	19/01/2010	N	0	3
Paris MoU	Canada	Montreal	10/07/2009	N	0	5
Paris MoU	Russia	Saint petersburg	12/04/2009	N	0	
Paris MoU	Russia	Saint petersburg	14/11/2008	N	0	
US Coast Guard	United States of America	Baltimore, Maryland	10/05/2008	N	0	2
Paris MoU	Russia	Saint petersburg	22/12/2007	N	0	
US Coast Guard	United States of America	New Orleans, Louisiana	16/11/2007	N	0	
US Coast Guard	United States of America	New Orleans, Louisiana	30/04/2007	N	0	

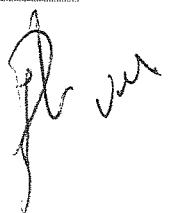
• List of port state control

PSC organisation	Authority	Port of inspection	Date of report	Detention	Duration (days)	Number of deficiencies
US Coast Guard	United States of America	New Orleans, Louisiana	28/02/2007	N	0	2
Paris MoU	Russia	Saint petersburg	24/01/2007	N	0	3
Paris MoU	Russia	Saint petersburg	04/10/2006	N	0	
US Coast Guard	United States of America	Charleston, South Carolina	24/08/2006	N	0	
US Coast Guard	United States of America	Baltimore, Maryland	23/02/2006	N	0	
Paris MoU	Russia	Saint petersburg	30/01/2006	N	0	
US Coast Guard	United States of America	Baltimore, Maryland	18/12/2005	N	0	
US Coast Guard	United States of America	Baltimore, Maryland	16/10/2005	N	0	1
US Coast Guard	United States of America	Baltimore, Maryland	16/08/2005	N	0	
US Coast Guard	United States of America	Baltimore, Maryland	23/02/2005	N	0	
Paris MoU	Russia	Saint petersburg	26/01/2005	N	0	4
US Coast Guard	United States of America	MIO New York	03/06/2004	N	0	
US Coast Guard	United States of America	MSO Philadelphia	11/01/2004	N	0	
US Coast Guard	United States of America	Philadelphia (Capt. of the port)	10/06/2003	N	0	
US Coast Guard	United States of America	Philadelphia (Capt. of the port)	23/05/2003	N	0	1
US Coast Guard	United States of America	Philadelphia (Capt. of the port)	31/01/2003	N	0	
US Coast Guard	United States of America	Philadelphia (Capt. of the port)	13/11/2002	N	0	3
US Coast Guard	United States of America	Philadelphia (Capt. of the port)	22/08/2002	N	0	



• List of port state control

PSC organisation	Authority	Port of inspection	Date of report	Detention	Duration (days)	Number of deficiencies
US Coast Guard	United States of America	MSD Massena	31/05/2002	N	0	
US Coast Guard	United States of America	Philadelphia (Capt. of the port)	23/05/2002	N	0	2
US Coast Guard	United States of America	MSD Massena	28/07/2001	N	0	
US Coast Guard	United States of America	MSD Massena	24/07/2001	N	0	
US Coast Guard	United States of America	MSO Philadelphia	15/07/2001	N	0	
US Coast Guard	United States of America	MSO Savannah	22/05/2001	N	0	
US Coast Guard	United States of America	MSD Massena	03/05/2001	N	0	
US Coast Guard	United States of America	MSD Massena	22/11/2000	N	0	
US Coast Guard	United States of America	MSO Philadelphia	14/09/2000	N	0	1
US Coast Guard	United States of America	MSD Massena	02/09/2000	N	0	
US Coast Guard	United States of America	MSD Massena	06/07/2000	N	0	
US Coast Guard	United States of America	MSD Massena	03/07/2000	N	0	1
US Coast Guard	United States of America	MSD Massena	26/04/2000	N	0	1
Paris MoU	Canada	St catharines	22/10/1999	N	0	
US Coast Guard	United States of America	MSD Massena	18/10/1999	N	0	
Paris MoU	Canada	Montreal	04/02/1999	N	0	8
Paris MoU	Canada	Montreal	29/05/1998	N	0	



• Human element deficiencies

PSC organisation	Authority	Port of inspection	Date of report	Human element deficiencies
US Coast Guard	United States of America	Philadelphia, Pennsylvania	05/10/2012	1
US Coast Guard	United States of America	Baltimore, Maryland	19/01/2010	1
Paris MoU	Russia	Saint petersburg	24/01/2007	1
Paris MoU	Russia	Saint petersburg	26/01/2005	1
US Coast Guard	United States of America	Philadelphia (Capt. of the port)	23/05/2002	2



Ship history

• Current and former name(s)

Name of ship	Date of effect	Source
ATLANTIC NAVIGATOR	since 01/10/2004	IHS Fairplay (LRF)
Lykes Energizer	during 2000	IHS Fairplay (LRF)

• Current and former flag(s)

Flag	Date of effect	Source
Malta	since 01/08/2007	IHS Fairplay (LRF)
Belize	since 01/10/2004	IHS Fairplay (LRF)

• Current and former classification status

Classification society	Date of survey	Sources
Russian Maritime Register of Shipping	14/09/2012	Russian Maritime Register of Shipping
Russian Maritime Register of Shipping	01/09/2007	Russian Maritime Register of Shipping
Russian Maritime Register of Shipping	23/01/2003	Russian Maritime Register of Shipping

• Company

Company	Role	Date of effect	Sources
BALTIC MERCUR LTD	ISM Manager	since 04/11/2004	IHS Fairplay (LRF)
BALTIC MERCUR LTD	Ship manager	since 01/10/2004	IHS Fairplay (LRF)
ATLANTIC ENERGY NAVIGATION LTD	Registered owner	since 01/10/2004	IHS Fairplay (LRF)
OCEANBULK MARITIME SA	ISM Manager	since 03/01/2002	IHS Fairplay (LRF)

Handwritten signature and initials, possibly 'JL' and 'JW'.



Equasis - Company folder ATLANTIC ENERGY NAVIGATION LTD

imo number : 5110359

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Company information

• Company particulars

Information	
IMO number :	5110359
Name of company :	ATLANTIC ENERGY NAVIGATION LTD
Address :	Care of Baltic Mercur Ltd , Apartment 408, prospekt Stachek 47, St Petersburg, 198097, Russia.
Last update :	13/11/2013

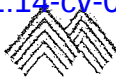
• Synthesis of inspections

Company role	Nb ship in company	For this company in last 36 months		For all companies in last 36 months	
		Nb inspection	Nb detention	Nb inspection	Nb detention
Registered owner	1	8	0	8	0

Company fleet

• Fleet

IMO	Ship	Gross tonnage	Ship type	Year of build	Current flag	Current class	Detention in last 3 years for this company	Detention in last 3 years for all company	Acting as (Since)
8902292	ATLANTIC NAVIGATOR	16075	General Cargo Ship	1992	Malta	RMRS	0	0	Registered owner (since 01/10/2004)



Canada Malting Co. Limited

PEL 3

Item 1-2

Commercial Invoice

3316 Bonnybrook Rd SE
Calgary, AB
Canada T2G 4M9
Tel: (403) 571-7000
Fax: (403) 571-7075

Invoice Number: MTL-00004054

Date: 3-Aug-08

Consignee: SOUTH AFRICAN BREWERIES, LTD. Beer Division
P.O. Box 782178
Sandton, Gauteng,
South Africa
2146

Contract No.: MIS-2943
Purchase Order:

Description	Metric Tons	Unit Price	Total Price
NORTH AMERICAN "TYPE A" MALT In F 3	4,460.620		
	FOB:	U.S. \$708.32/MT	\$3,159,546.36
CROP YEAR: 2007			
H/S CODE: 1107.10.00			
	FOB STOWED MONTREAL	U.S. \$708.32/MT	\$3,159,546.36

LOADING PORT: Montreal, QC, Canada
DISCHARGE PORT: Durban (Maydon Wharf, Durban)
Method: Bulk Shipment
Payment Terms: Net 30 Days

WE ALSO CONFIRM THE FOLLOWING:

- 1) Country of Origin: Canada
- 2) Country of Export: Canada
- 3) No price list or catalogue published.
- 4) This is the actual malt sales price.

Pay through:

Wachovia Bank, N.A., New York
S.W.I.F.T. Code: PNBUS3NYYC
ABA #: 026005092 or CHIPS participant ABA # 0509

Beneficiary Bank:

BANK OF MONTREAL
International Banking, HO. Montreal
SWIFT CODE: BOFMCAM2
Account #: 2000192009878 or CHIPS UID: 046440

Branch Transit No.:

00040

Beneficiary Customer:

Account # 00044668108

Beneficiary

Canada Malting Co.

Canada Malting Co. Limited

ORIGINAL

F9-V398A
P/O 4502165 674
JL
JW



Canada Malting Co. Limited

Commercial Invoice

3316 Bonnybrook Rd SE
Calgary, AB
Canada T2G 4M9
Tel: (403) 571-7000
Fax: (403) 571-7075

Invoice Number: MTL-00004055

Date: 5-Aug-08

Consignee: SOUTH AFRICAN BREWERIES, LTD. Beer Division
P.O. Box 782178
Sandton, Gauteng,
South Africa
2146

Contract No.: MIS-2978
Purchase Order:

Description	Metric Tons	Unit Price	Total Price
1. SOUTH AMERICAN "TYPE A" MALT In 30 Containers per attached list	511.400		
	FOB:	U.S. \$698.19/MT	\$357,054.37
CROP YEAR: 2007			
H/S CODE: 1107.10.00			
	FOB MONTREAL	U.S. \$698.19/MT	\$357,054.37

LOADING PORT: Montreal, QC, Canada
DISCHARGE PORT: Durban (Maydon Wharf, Durban)
Method: Bulk Shipment
Payment Terms: Net 30 Days

WE ALSO CONFIRM THE FOLLOWING:

- 1) Country of Origin: Canada
- 2) Country of Export: Canada
- 3) No price list or catalogue published.
- 4) This is the actual malt sales price.

Pay through:

Wachovia Bank, N.A., New York
S.W.I.F.T. Code: PNBPU33NNYC
ABA #: 026005092 or CHIPS participant ABA # 0509

Beneficiary Bank:

BANK OF MONTREAL
International Banking, HO, Montreal
SWIFT CODE: BOFMCAM2
Account #: 2000192009878 or CHIPS UID: 046440

Branch Transit No.:

00040

Beneficiary Customer:

Account # 00044668108

Beneficiary

Canada Malting Co.

[Signature]
Canada Malting Co. Limited

ORIGINAL

P9-V398A

P/O 4502165674

WM

"PELS"

"ANNEXURE E1"

29



ace europe

ACE European Group Limited

ACE Building
100 Leadenhall Street
London
EC3A 3BP

+44 (0) 20 7173 7000 Tel

+44 (0) 20 7173 7800 Fax

www.acefinted.com
www.aceeurope.com

Holder of bills of lading MLDB04080004 and MLDB04080005 dated Montreal 5 August 2008 and/or owner and/or party that bore risk in and to cargo formerly laden on board the mv ATLANTIC NAVIGATOR ("the Claimants")

c/o Deneys Reitz Inc.

4th Floor

The Marine

22 Gardiner Street

Durban 4001

ACE Guarantee No: 48UK504T78A

19 August 2009

m.v. "ATLANTIC NAVIGATOR" AT DURBAN SEPTEMBER 2008

The Claimants have arrested the mv "ATLANTIC NAVIGATOR" ("the vessel") out of The High Court of South Africa, Durban and Coast Local Division (in the exercise of its Admiralty Jurisdiction) ("the Court") under case number A77/2008 in respect of a claim for alleged damage to the consignment of 4 460 mts of North American type A malt in bulk and 356.4 mts of North American type A malt stowed in 18 x 20 foot containers shipped on board the vessel at Montreal for carriage to and discharge at Durban under bills of lading number MLDB04080004 and MLDB04080005 respectively dated Montreal 5 August 2008 ("the bill of lading Claim") and arrested the vessel under a voyage charter dated 12 February 2008 for a claim to be pursued by way of arbitration in New York against Atlantic Energy Navigation Limited ("the owners") ("the arbitration claim"), (collectively "the Claims").

In consideration of the Claimants releasing the vessel from arrest, and refraining hereafter from re-arresting or otherwise detaining the vessel or any other vessel, asset or property in the same ownership and/or associated ownership, management or control in respect of the claims, other than for the purposes of obtaining additional security or in order to execute any judgement or award against the Owners of the vessel, we, ACE EUROPEAN GROUP LIMITED undertake that we will make payment to you within 14 days of your first written demand, any amount:-

- (a) which may be agreed by Ace and the Owners of the vessel as being due to the Claimants in terms of a written settlement agreement in respect of the Claims; or
- (b) for which the Owners are found to be liable by a final judgement of the Court in respect of the bill of lading Claim including interest and costs, or in the event of any appeal from such a judgment, then such amount including interest and costs for which the Owners are found liable by a final and unappealable judgement; or
- (c) for which the Owners are found to be liable by a final award of the arbitrators in respect of the arbitration Claim including interest and costs, or in the event of any appeal from such an award, then such amount including interest and costs for which the Owners are found liable by a final and unappealable judgement.

[Handwritten signatures]



ace europe

PROVIDED always that our total liability in respect of the Claims in terms of this undertaking shall at no time exceed the sum of USD 4 500 000.00 (Four million five hundred thousand United States Dollars) inclusive of interest and costs as taxed or agreed.

We on behalf of the Vessel and her owners agree that this undertaking shall be governed by South African law and for the purposes of enforcing this undertaking, we:

- a) submit and consent to the jurisdiction of the Court; and
- b) choose as an address for service of all process in respect of any claim on this undertaking the offices of SHEPSTONE AND WYLIE, Scotswood, Aliwal Street, Durban, South Africa.

This undertaking is furnished without admission of liability and without prejudice to the rights, defences and contentions of the Owners and/or the vessel, none of which are deemed waived.

Nothing contained in this Undertaking shall be construed or held to deprive the Owners and/or the vessel of any rights or defences available to them in law and/or under the contracts of carriage including but not limited to the Owners' rights to invoke the tonnage/package limitation and their rights to apply to this or any other competent Court to set up a limitation fund in respect of the Claims and/or to move to stay the proceedings in the Court pending arbitration of any or all claims in New York.

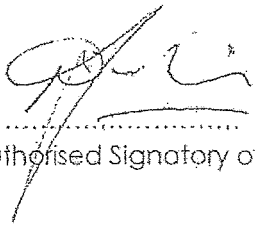
Nothing contained in this undertaking shall derogate from the rights of the Claimants and/or the vessel and/or the Owners to seek such relief as may be available to them in terms of the Admiralty Jurisdiction Regulation Act No. 105 of 1983 as amended.

It is accepted that these reservations of rights shall not be construed as meaning that you accept the contentions of the Vessel with regard thereto.

If payment in terms of this undertaking is not effected within 14 (fourteen) days of the written demand referred to above, then interest will accrue on the settlement amount or judgment amount as the case may be at the rate prescribed by law from the date payment was due until the date payment is finally received.



This undertaking cancels and replaces our undertaking dated 3rd October 2008.

Signed on behalf of ACE European Group Limited this 19th day of August 2009.

By 
 Authorised Signatory of ACE European Group Limited

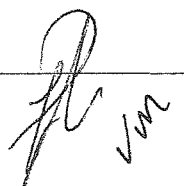
D. J. FISHER
 Authorised Signatory



"PELG"

	mv "ATANTIC NAVIGATOR"			
	Calculated claim			
ITEM	DESCRIPTION	US DOLLARS	SA RANDS	GB POUNDS
1.	Bulk Cargo			
1.1	Bill of lading: MLDB04080004 dated Montreal, 8 May 2008 for 4460.620 mt North American Type "A" bulk malt (page 4)			
1.2	Canada Malting Co. Ltd Invoice No. MTL-00004054 to South African Breweries, FOB and freight payable (page 5 and 5A)	\$3 159 546.36	R 22 369 350.64 (exchange rate: R7.08)	
2.	Containerised Cargo			
2.1	Bill of lading: MLDB04080005 dated Montreal, 8 May 2008 for 511.4 mt North American Type "A" malt in 30 20' containers (page 6 to 9)			
2.2	Canada Malting Co. Ltd Invoice No. MTL-00004055 to South African Breweries, FOB and freight payable (page 10)	\$357 054.37	R 2 652 627.66 (mean ex/r: R7.34)*	
		\$3 516 600.73 (page 10A)	R25 021 978.30	
2.3	Less: 12 accepted containers - 206.25 mt @ \$698.19/mt (page 6 to 10 read with Evan's report)	-\$144 001.69	-R1 039 260.20 (ex/r R7.217)*	
3.	Freight @ USD 145.00/mt plus BAF @ USD 30.00/mt (page 11)	\$870 110.50	R 6 486 760.79 (ex/r R7.455)	
3.1	Less: Freight for 12 undamaged containerised cargo @USD 145/mt plus BAF USD 30/mt	-\$348 044.20	-R2 575 527.08 (ex/r R7.40)*	
		\$2 994 534.43	R27 893 951.81	
4.	Additional Expenses: Bulk Cargo			
4.1	Landing Cost @ ZAR 49.50/mt VAT (page 12)		R 220 799.70 R30 911	
4.2	Cargo Dues VAT (page 12)		R 146 084.65 R20 451.85	
4.3	Agency Fee VAT (page 13 to 14)		R 21 832.50 R3 056.55	
4.4	Documentation Fee VAT (page 12)		R 2676.37 R374.69	



PELT^u

4.5	Stevedore Costs VAT (page 15 to page 16)		R 94 240.00 R13 193.60	
4.6	Storage (page 12)			
4.6.1	Ensign: weighbridge/transport cost (warehouse & dump site) VAT (page 17)		R 20 350.00 R2 849.00	
4.6.2	Ensign: storage cost (22.09.08 to 30.09.08) 4094.28 mt @ ZAR 7.00/mt VAT (page 18)		R 28 659.96 R4 012.39	
4.6.3	Ensign: storage cost (01.10.08 to 23.10.08) handling & transport cost VAT (page 19)		R 64 594.32 R9 043.20	
4.6.4	Ensign: storage cost (01.10.08 to 28.10.08) 1086 mt @ ZAR 7.00/mt (ex hold 4) VAT (page 20)		R 30 420.88 R4 258.92	
4.6.5	Ensign: storage cost (01.11.08 to 14.01.09) 1086mt @ ZAR 14.00/mt (ex hold 4) VAT (page 21)		R 30 420.32 R4 258.84	
4.6.6	Ensign: warehouse handling and transport cost VAT (page 21 A)		R521 784.30 R73 049.80	
4.7	BRI Malt Sample Analysis (page 22)		R9 400.10 (exchange rate R15.41 on 30/11/08)	£610.00
			R29 250 675.11	
5.	Additional Expenses: Containerised Cargo			
5.1	Agency Fee and documentation: containerised cargo VAT (page 23)		R6 300 R882.00	
5.2	Cargo dues: containerised cargo VAT (page 23)		R22 113.21 R3 095.85	
5.3	Container Terminal Order Fee VAT (page 23)		R1350.00 R189.00	
5.4	Terminal Handling Fee VAT (page 23)		R15 390.00 R2 154.60	
5.5	Container Release Charges VAT (page 23)		R8 307.00 R1 162.98	
5.6	Containerised malt sampling costs VAT (page 24)		R 12 250.00 R1 750.00	

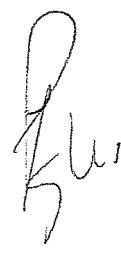
"PEL8"

5.7	Storage and Handling VAT (page 25 to 28)		R275 900.00 R38 626.00	
5.8	JHB empty container turn in cost : 18 containers (page 29 to 30)		R35 100.00	
5.9	Container Demurrage Cost VAT (page 31 to 32)		R545 625.00 R76 387.50	
6.	Other expenses			
6.1	Malting and Brewing Consultant, Dr Davies - Independent testing of malt to ascertain suitability for brewing (page 33 to 35)	(ex/r R16.09)* (ex/r R15.53)* (ex/r R15.86)*	R 62 751.00 R24 891.48 R12 846.60) R100 489.08	£3 900.00 £1 602.80 £810.00 £6 312.80
6.2	DG Wigmore & Associates VAT (page 36 to 39)		R192 863.82 R27 000.93	
6.2.1	J Evans, Marine Surveyor Survey Fees VAT		R 113 000.00 R15 820.00	
6.2.2	Fumigation & Marine Services - T Morgan VAT (page 40)		R7 250.00 R1015.00	
6.2.3	DG Wigmore disbursements		R 42 392.00	
6.2.4	LR~ex, Audit Marine Services - Investigation conducted on light in hold 2, S Maloney (Marine Engineer) VAT (page 41 to 44)		R15 552.50 R2177.35	
6.2.5	BFBA Consultants (Pty) Ltd - Investigations conducted in the light in hold 2, - W Doidge (Electrical Engineer) VAT (page 45 to 46)		R 9 018.00 R1 262.52	
6.3	DG Wigmore & Associates VAT (page 47)		R 22 233.42 R3 112.68	
6.3.1	Advanced Forensic Services, Dr M Froneman VAT (page 48)		R17 730.00 R2 482.00	
6.4	DG Wigmore & Associates: Survey Fees VAT (page 49 to 50)		R 24 900.00 R3 486.00	
6.5	Minton, Treharne & Davies Limited: - Examination of Light in hold 2 (page 51)		R64 791.35 (ex/r R15.41)*	£4 204.50
6.6	Admiralty Shipsales: Auctioneering costs VAT (page 52)		R275 212.50 R38 529.75	
6.6.1	Admiralty Shipsales disbursements (page 52)		R 21 438.20	

"PEL9"

	TOTAL		R31 091 527.58	
7.	Less Salvage			
7.1	3075 mt bulk malt (ex hold 2) @ ZAR 895/mt (page 53 to 64)		R 2 752 125.00	
7.2	1076.66 mt bulk malt (ex hold 4) @ ZAR 650/mt (page 65 to 84)		R 699 829.00	
7.3	356.40 mt containerised malt (18 of 30, ex hold 3) @ ZAR 680/mt (page 65 to 84)		R 242 352.00	
7.3.1	ADD: Amount refunded to salvage buyer for short delivered malt (51.21 mt @ ZAR 680/mt)		R34 822.80	
	TOTAL CLAIM		R 27 362 398.78	

*Exchange rates are calculated as at date of invoice or payment where applicable.


 VM